

QA 629
116 Homestead Lane
Stevensville Vicinity
Queen Anne's County, Maryland

Constructed ca. 1906, ca.
Private

Located on the south side of Homestead Lane, near the historic Love Point railroad terminal on Kent Island, the Maryland, Delaware and Virginia Railroad House – East is a two-story cross-gabled wood frame duplex. The house faces north towards the former railroad bed, and is identical to the duplex next door, to the west at 110 Homestead Lane. The duplex has a new single-story shed-roofed porch on the front façade and a partially-enclosed original porch on the southeast corner. Original architectural details include the rear porch, which features an original Victorian turned wood post, and interior details including matching staircases and balustrades on the first and second floors, as well as original heart pine tongue and groove flooring.

The Maryland, Delaware and Virginia Railroad House – East is significant for its association with railroad transportation in Love Point during its heyday, the first half of the 20th Century. Although renovated into a single-family home, it retains some original features.

The Maryland, Delaware and Virginia Railroad House – East is a rare surviving house built for railroad workers during the early part of the 20th Century. This duplex and its twin next door were rented out for a nominal sum to ticket agents, track foremen, freight clerks and their families. Its close proximity to Love Point's railroad station made it highly convenient for these railroad employees. When the railroad ceased operations in 1945, the duplex was sold into private ownership.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. QA-629

1. Name of Property

(indicate preferred name)

historic

other 116 Homestead Lane (preferred); Maryland, Delaware & Virginia Railroad House- East

2. Location

street and number 116 Homestead Lane not for publication

city, town Stevensville X vicinity

county Queen Anne's

3. Owner of Property

(give names and mailing addresses of all owners)

name Robert S. Osinski

street and number 1746 Waldorf Court telephone 410-604-6164 (tenant)

city, town Crofton state MD zip code 21666

4. Location of Legal Description

courthouse, registry of deeds, etc. Queen Anne's County Courthouse liber MWM 153 folio 393

city, town Centreville tax map 40 tax parcel 47 tax ID number 04-048970

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
- ☐ Contributing Resource in Local Historic District
- ☐ Determined Eligible for the National Register/Maryland Register
- ☐ Determined Ineligible for the National Register/Maryland Register
- ☐ Recorded by HABS/HAER
- ☐ Historic Structure Report or Research Report at MHT
- ☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input checked="" type="checkbox"/> domestic	<input type="checkbox"/> structures
		<input type="checkbox"/> education	<input type="checkbox"/> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> Total
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources previously listed in the Inventory

0

7. Description

Inventory No. QA-629

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Maryland, Delaware & Virginia Railroad (M. D. & V. R. R.) East Duplex – is one of a pair of two-story duplexes built to accommodate railroad workers and their families in Love Point. Then homes were built in 1906, and were located side by side near the terminus of the M. D. & V. R. R. at Love Point. Passengers and freight transported to and from Baltimore used steamships that docked at a large pier located north east of the houses. The two houses are located south of the former railroad track bed.

Exterior Description:

The east duplex is a two-story wood frame T house, with the east and west sides mirroring each other. The building has been converted into a single family home. The front of the T is a side-gable block four bays wide and two deep, while the stem of the T at the rear is two bays wide and two bays deep. The foundation is composed of brick piers that have been fitted with plywood covers which enclose the crawlspace underneath the house. Weathered cedar shingles with a seven inch exposure cover the original wood lap siding on the entire building.

The front (north) façade of the main block is thirty-eight feet six inches wide. Running across the front is a new one story porch that replaced the original. The porch is set in three feet from the two ends of the house. The foundation of the porch consists of cinder block piers that extend just above the surrounding grade. Horizontal cedar lap siding covers the solid porch balustrade, and the upper half is screen panels. Several cut rafters of the old porch are visible on the west side of the porch ceiling. The new porch is framed with exposed treated lumber and the shed roof is roofed with three-tab asphalt shingles. A new screen door is located off-center to the right, in line with the front entrance. The front entry door is a modern pre-hung raised panel replacement door with brick molding. Around the brick molding, older door casing shows that the original door was quite narrow (30 inches or so) with a transom window above. The transom window has been closed in with pieces of the original molding and plywood, painted white to match the new trim.

The fenestration on the first floor consists of three six-over-six vinyl clad replacement sash windows in the two east bays and one window in the far west bay. (The fenestration in the identical house next door shows that the original windows were two-over-two wood sashes with flat one-by-six inch wood casing, but these were all removed and replaced by the current owners.) No trim has been installed around the windows – the shingling simply butts against the vinyl-wrapped jamb. The second-floor windows match those on the first floor and are centered in each of the four bays. The roof on this and the remaining facades has a closed wood cornice and is covered with three-tab asphalt shingles. A small brick chimney, painted with peeling white paint, is visible on the far west edge of the peak. There is no chimney on the east side of the main block. Interior evidence shows that this chimney was removed to open up the living space in this part of the house.

The west elevation of the main block is twenty-four feet wide and is sheathed with cedar shingles. Four windows are centered in the two bays on the first and second floors, and these are the identical vinyl clad replacements used on the front façade. Two smaller one-over-one vinyl clad sash windows are located inside the gable. These two windows are more narrowly spaced than the windows below. The profile and molding detail of the cornice is clearly visible on this façade. A stock one inch wood ogee molding is located at the intersection of the soffit and the house. The soffit projects approximately one foot from the house, and is sheathed in flat wood or plywood. A one-by-six inch flat wood fascia board covers the front of the soffit and hangs over the soffit by less than one inch. A small wood ogee crown molding covering half of the fascia extends under the aluminum drip edge that was installed during the reroofing of the house. The cornice is painted white to match the rest of the trim on the house.

The rear block of the house – the stem of the T – is set in five-and-one-half feet from the main block. The original one-story porch that extended down the length of this rear block has been removed. The majority of the siding under the porch was removed and is currently sheathed in plywood. The original random width horizontal wood sheathing planks and lap siding is visible under a portion of the shingles which remain exposed near the back corner of the house. The porch layout is similar to the house next door showing that the original configuration was an entry door in the northern bay and a window in the southern, although there is evidence that this configuration was reversed at some point in the past. A single replacement window in the southern bay of the second floor lines up

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with the original window location in the porch. The cornice details on the rear block match those on the main block, but although the peaks of the intersecting gables of the two blocks align exactly, the cornice on the rear block extends below the main block's cornice by approximately six inches. A small brick chimney is visible in the peak at the south end of the rear block.

The rear (south) elevation of the main block consists of the five foot six inch inset on either side of the T stem on the rear of the house. On the west side where the porch has been removed, plywood sheathing now fills the entire area under the former porch, and the porch's former shed roof outline is clearly visible. A single six-over-six sash window matching the rest of the house's fenestration is centered in the second floor. In the east bay of the main block's rear elevation, a window is located in the same space in the second floor, above the porch roof that still exists on that side. On the south elevation of the rear block, the first floor west bay window has been replaced with a vinyl clad twin six-pane casement window, and it is located left of center in this bay. The window is shorter than the windows in the rest of the house and matches the height of the six-over-six sash window that is centered in the east bay of the first floor. The second floor fenestration consists of two windows that match the rest of the windows in the house, and these are centered in the east and west bays. Two one-over-one vinyl clad sash windows matching the size and configuration of the windows in the gable ends of the main block are located in the gable end of this façade. The cornice details here match the rest of the house.

The east elevation of the rear block features an original one-story porch, which fills the inset between the main and rear block. The north half of the porch was enclosed at some point in the past. The porch foundation has been covered with carpet and plywood. The deteriorated wood floor of the porch has been covered with half inch plywood and has been painted white. A single wood column with a Victorian profile supports the porch roof. The wood on this column is quite weathered, indicating that it dates to the construction of the house, and is therefore one of the very few original materials left on the exterior. The ends of the column are five inch square for approximately two-and-one-half feet at the base and two feet at the top, the rest of the post being turned with a relatively simple combination of fillets, beads and ogees. A door is located in the south bay, and a small six-over-six sash window matching the one in the east bay of the rear block is located in the enclosed portion of the porch. The porch's shed roof is constructed of exposed two-by-four inch wood rafters painted white, and is covered with highly deteriorated three-tab asphalt shingles. A window matching the rest of the fenestration in the house is located in the south bay of the second floor, matching the west elevation.

The east elevation of the main block is identical to the west elevation, with the exception of a round stainless-steel chimney that is stubbed through the first floor wall to the south of the block's centerline, and extends above the roof. This chimney is used to vent a modern heating stove located in the first floor living room.

Interior Description

Most of the interior of the house has been gutted, except the original heart pine three inch tongue and groove flooring, the majority of the two interior stairs on each side of the duplex, and some of the interior doors. All of the original plaster and lath has been removed except in the stairwell leading up to the attic, and all of the interior moldings have likewise been removed. Portions of some of the interior walls have been gutted in order to make the former duplex into a single family home, and the stairwell leading from the second floor to the attic in the east duplex has been removed to create more space on the second floor.

The interior layouts of the two duplexes were identical mirror images, but are now significantly altered. In the west duplex, the front door opens into a hallway with stairs to the second floor on the left, against the partition wall separating the two duplexes. The stair treads, risers, balusters, newel post and railing are hardwood. The bottom tread is bullnosed on the right, and the railing has a matching right-hand turnout terminating in the top part of the newel post. The newel post is approximately ten inches in diameter and is turned in a Victorian style with a one inch ball cap and, like the balusters and railing, is painted a dark brown. The balusters are one inch diameter and turned, and the handrail is a simple Victorian design. At the end of the hallway on the first floor is a half-glass wood door with Victorian-era hardware, the only original door left in the house. This may be the original front door to the house, now used to close in the large first-floor room that takes up the entire first floor of the main block. Due to the removal of all lath and

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plaster, it is difficult to tell what the original layout of this floor was, but it is likely that this large room was originally partitioned into two smaller rooms, perhaps a parlor accessed from the hallway and a dining room to the rear of the house. The kitchen is located in the rear block. The upstairs layout is two bedrooms over the large first-floor room on the first floor, and a bedroom over the kitchen in the rear block. A beaded board and batten wood door leads to the attic stairs. The stairwell to the attic is decorated with a floral Victorian-era wallpaper in shades of blue and beige. The attic is unfinished and was never partitioned. The two remaining original chimneys at the south and west ends of the house are exposed, and show corbelling near the roof line. The exposed rafters are sawn and a full two inches by four inches. Lath and wood shingles are visible on the exterior of the rafters, indicating that this was the original roofing.

The northern boundary of this and the property next door are in the shape of an arc, which as shown in a 1972 plat (CWC 67/533) was the bed for a spur of the railroad tracks running from the Love Point pier south to Stevensville. The top of one of the wood railroad ties was found in the gravel driveway. The steel tracks must have been removed, probably between the time that the railroad ceased operation in 1937 and when the property was sold into private hands in 1945.

Several very large maple trees dot the property, and were very likely young trees planted by the railroad in the early part of the 20th century. The trunk of one tree in front of the house measured over 6 feet in diameter. Other than these large trees, there is very little landscaping except a vegetable garden that the current occupants have planted in the back yard.

8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1906-1945

Architect/Builder unknown

Construction dates 1906

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The Maryland, Delaware & Virginia Railroad House - is an important contributing property in the proposed Love Point Historic District. Although the exterior and interior have been altered, it retains much of its original form and character. The duplex's 1906 construction date indicates it was built shortly after the M. D. & V. Railroad bought the Love Point line from the Queen Anne's Railroad, which went bankrupt in 1905.¹ This house and the matching house (QA-628) were built by the Maryland, Delaware & Virginia Railroad to house its Love Point station staff, who managed the passengers and freight that traveled to and from Baltimore until 1947, when ferry traffic was discontinued.² Passenger traffic on the railroad was discontinued in 1937. The workers who rented this residence from the railroad included the ticket agents, track foreman, freight clerk and their families.³ This house provides an important window into the lives of railroad workers in the early part of the 20th century. The house was transferred by the railroad into private ownership in 1945.

Love Point was a prime destination for summer vacationers of the late 19th and early 20th centuries, particularly from Baltimore, who sought respite from hot, overcrowded city life. Regular steamboat ferries transported vacationers from Light Street in Baltimore to the eastern tip of Love Point, where a large pier had been built by the Maryland, Delaware and Virginia Railroad. From the pier, passengers could disembark to visit for the day or they could stay overnight at a handful of hotels, including the largest, the Love Point Hotel. The railroad connected Love Point to Lewes, Delaware, making it an integral method of transporting goods to and from Baltimore before the advent of the interstate highway system and the construction of the Bay Bridge. The construction of the Love Point Hotel ca. 1900 created an opportunity for two large developers, who subdivided what had been farmland into hundreds of small building lots intended for vacation homes. However, a combination of fluctuating market conditions, substantial land erosion due to storms, and the discontinuation of ferry and train service prior to World War II led to stagnant sales. During the economic downturn of the 1930s and '40s, many owners were forced into foreclosure for unpaid property taxes. As highways leading to Atlantic beaches improved, travelers opted to drive themselves rather than the combination of ferry and train via Love Point. The last passenger ferry,

¹ Freedman, Janet. *Kent Island*, p. 91-2, and "Corporate Genealogy: Maryland, Delaware and Virginia Railway," available http://metzlof.pennsyrr.com/corphist/MD_V.html

² "Era to Pass With Last Puff of Smokey Joe." *Washington Post*. 31 August 1947. The nickname of the ferry was "Smokey Joe."

³ Fifteenth Census of the United States: 1930. District 18-7, pp. 9A, 8B. Rents paid by these families to the railroad ranged from \$10-\$18/month, which seems to have been adjusted according to the employee's position and family size.

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known as "Smokey Joe," stopped operation in 1947. Love Point was all but forgotten in the latter half of the 20th century, but property prices in the area have risen sharply in the last decade due to the demand in waterfront property.

9. Major Bibliographical References

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"Era to Pass With Last Puff of Smokey Joe." Washington Post, 31 August 1947. Page M7.

Fifteenth Census of the United States: 1930.

Freedman, Janet. Kent Island: The Land That Once Was Eden. Baltimore: Maryland Historical Society, 2002.

"I Remember When . . .": Folk History of Queen Anne's County." Centreville: Queen Anne's Record Observer, 1985.

Tilghman, Mary K. "The Love Point Hotel," in The Last Hotel: Eastern Shore Summers and a Vanished Way of Life. Wye Mills, Md.: Chesapeake College Press, 1985.

10. Geographical Data

Acreage of surveyed property 1.672
Acreage of historical setting unknown
Quadrangle name Love Point

Quadrangle scale: 1:24,000

Verbal boundary description and justification

The property consists of the original metes and bounds as laid out when the Baltimore & Eastern Railroad (the company that bought out the Maryland, Delaware and Virginia line in 1937) subdivided the land in 1945. A plat of the property was drawn by J. R. McCrone Jr., Inc. in August, 1972, and is recorded in Queen Anne's County in Liber C.W.C. No. 67, folio 530. This plat shows that the northern boundary of the property, now a gravel driveway, was the bed for the railroad tracks which have been removed.

11. Form Prepared by

name/title	Kees de Mooy and Amanda Apple, Historic Preservation Planner		
organization	QA Co Dept. of Land Use, Growth Mgmt. and Environ't	date	7/21/2008
street & number	160 Coursevall Drive	telephone	410-758-1255
city or town	Centreville	state	Maryland

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

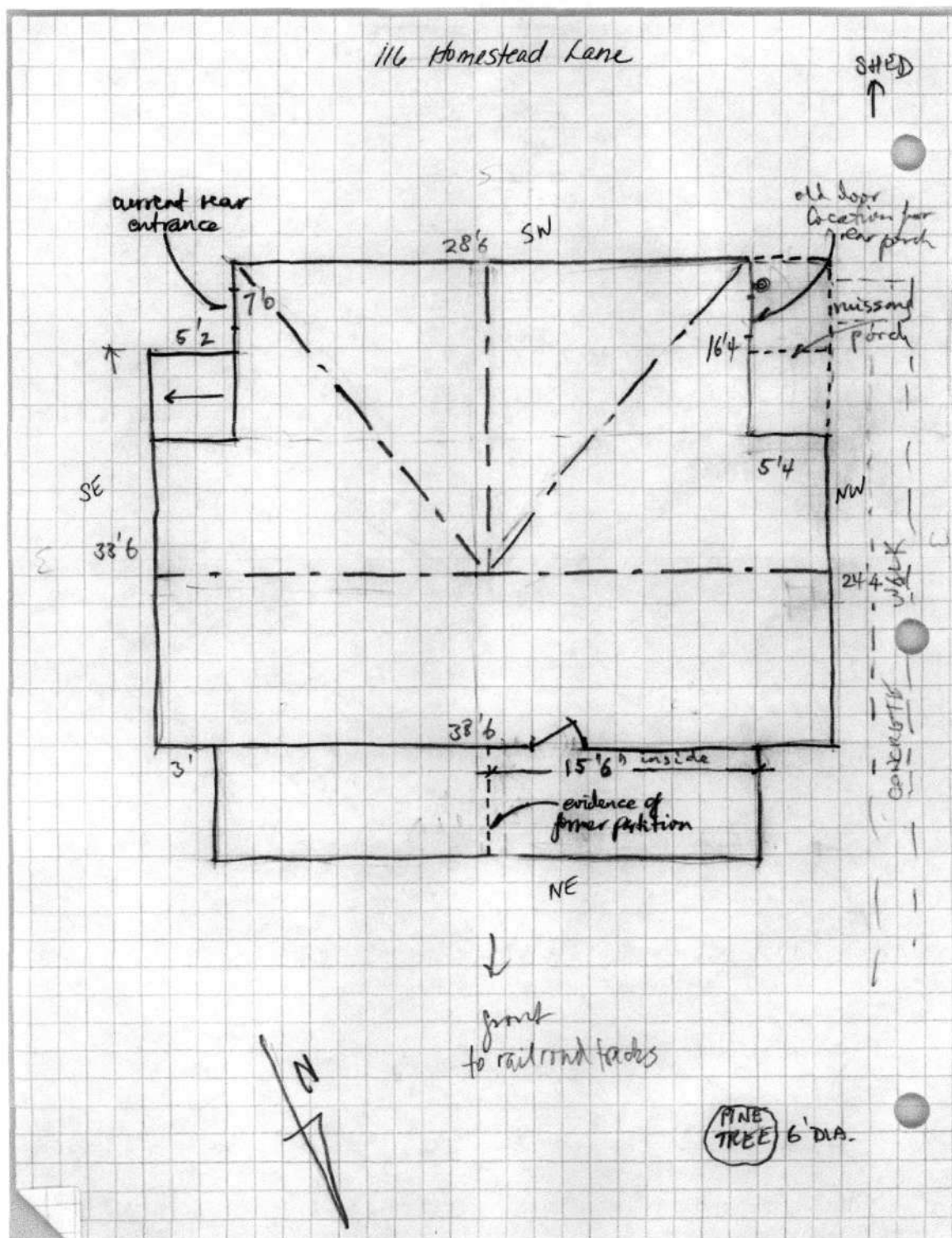
Inventory No. QA-629

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Continuation Sheet

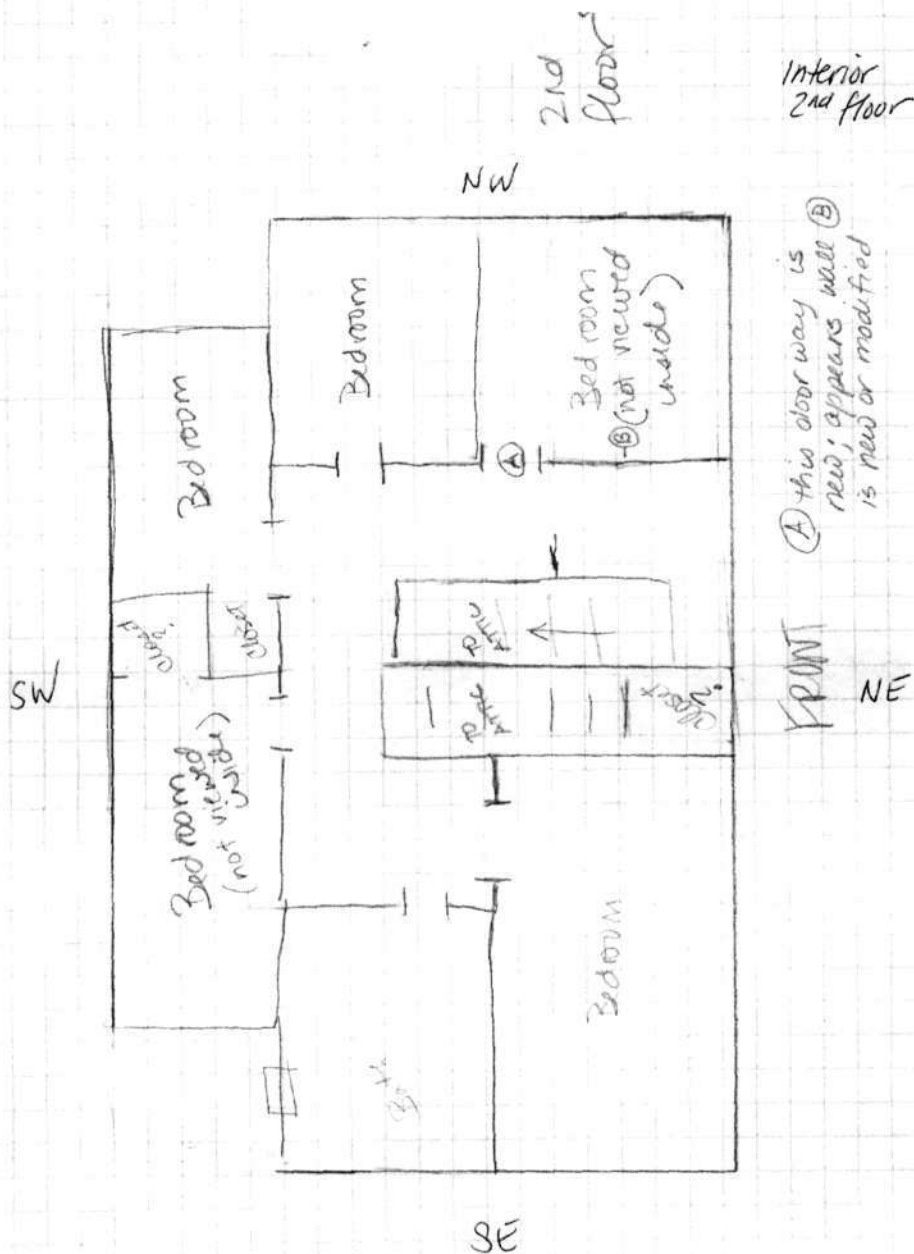
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Aug. 6, 1979	MWM 153/393 Transfer to Robert S. Osinski From Robert S. Osinski and Sandra D. Osinski, his wife \$5,000
May 19, 1976	CWC 105/150 Transfer to Robert S. Osinski and Sandra D. Osinski, his wife From James E. Raehn and Jane E. Raehn, his wife Lots 1 and 2
Lot 1	
Sept. 25, 1972	CWC 67/530 Transfer to James E. Raehn and Jane E. Raehn, his wife From Leatha C. Constam, widow Survey by McCrone Aug. 1972
Nov. 1, 1947	ASG 18/449 Transfer to Leatha C. Constam From E. Earle Phipps, unmarried
April 23, 1945	ASG 11/216 Transfer to E. Earle Phipps From Baltimore & Eastern Railroad Co. (same as 110 Homestead Ave.)
Lot 2	
July 30, 1965	CWC 16/534 Transfer to James E. Raehn and Jane E. Raehn, his wife From Clifton P. Phipps, unmarried
April 23, 1945	ASG 11/216 Transfer to E. Earle Phipps From Baltimore & Eastern Railroad Co. (same as Lot 1)

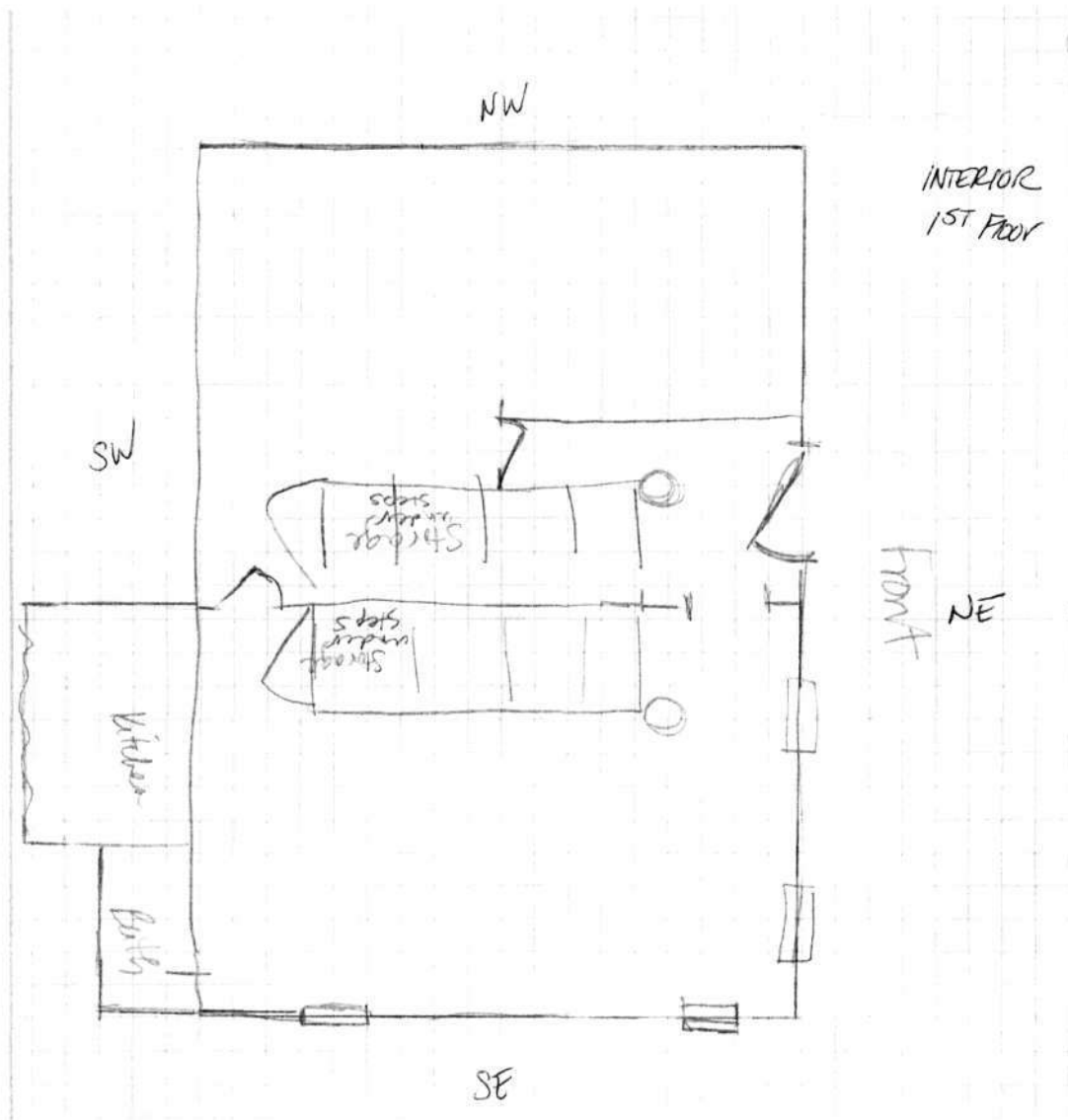
Resource Sketch Map
QA-629 - 116 Homestead Lane
Stevensville vicinity, Queen Anne's County



Stevensville vicinity, Queen Anne's County

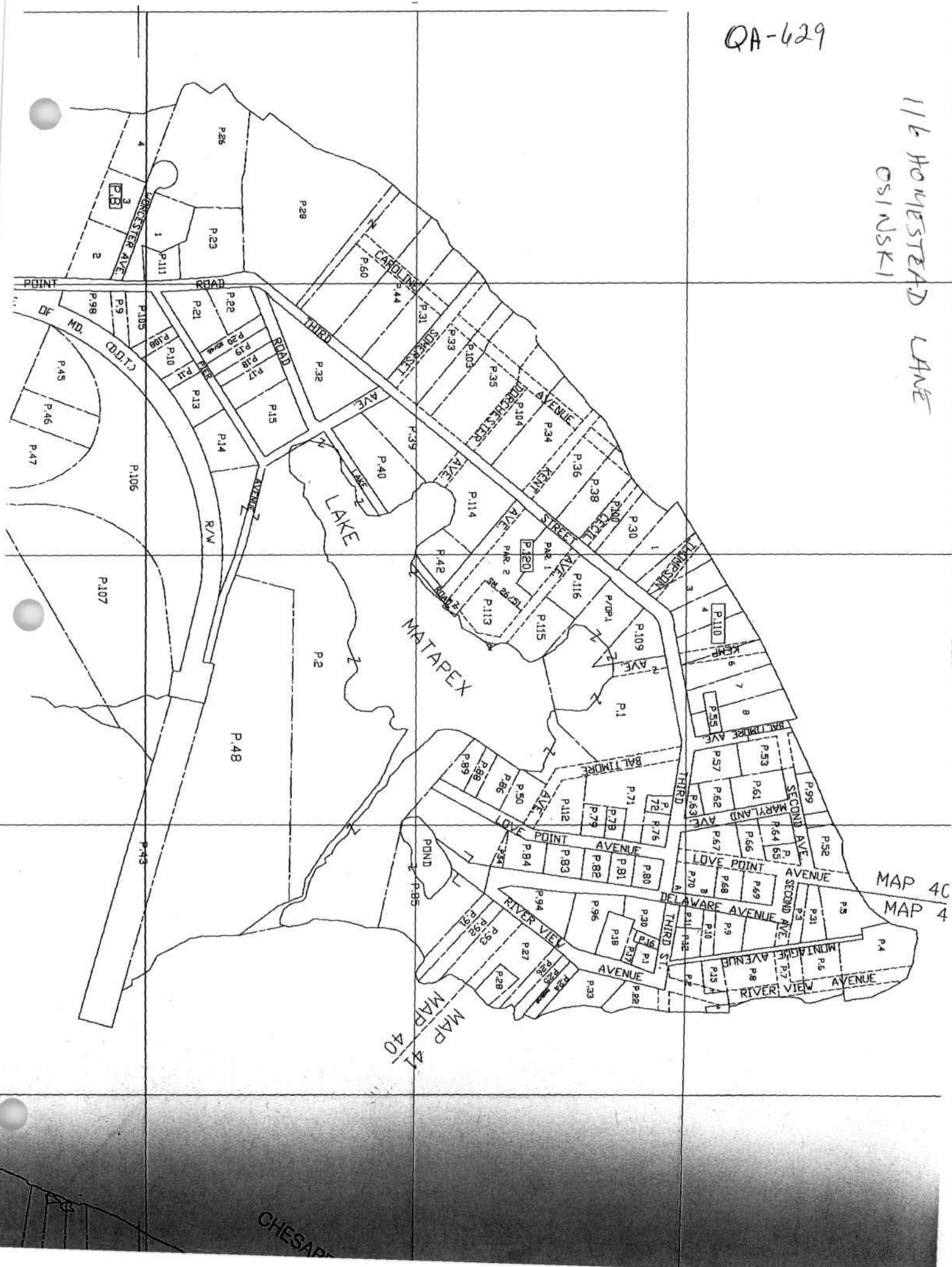


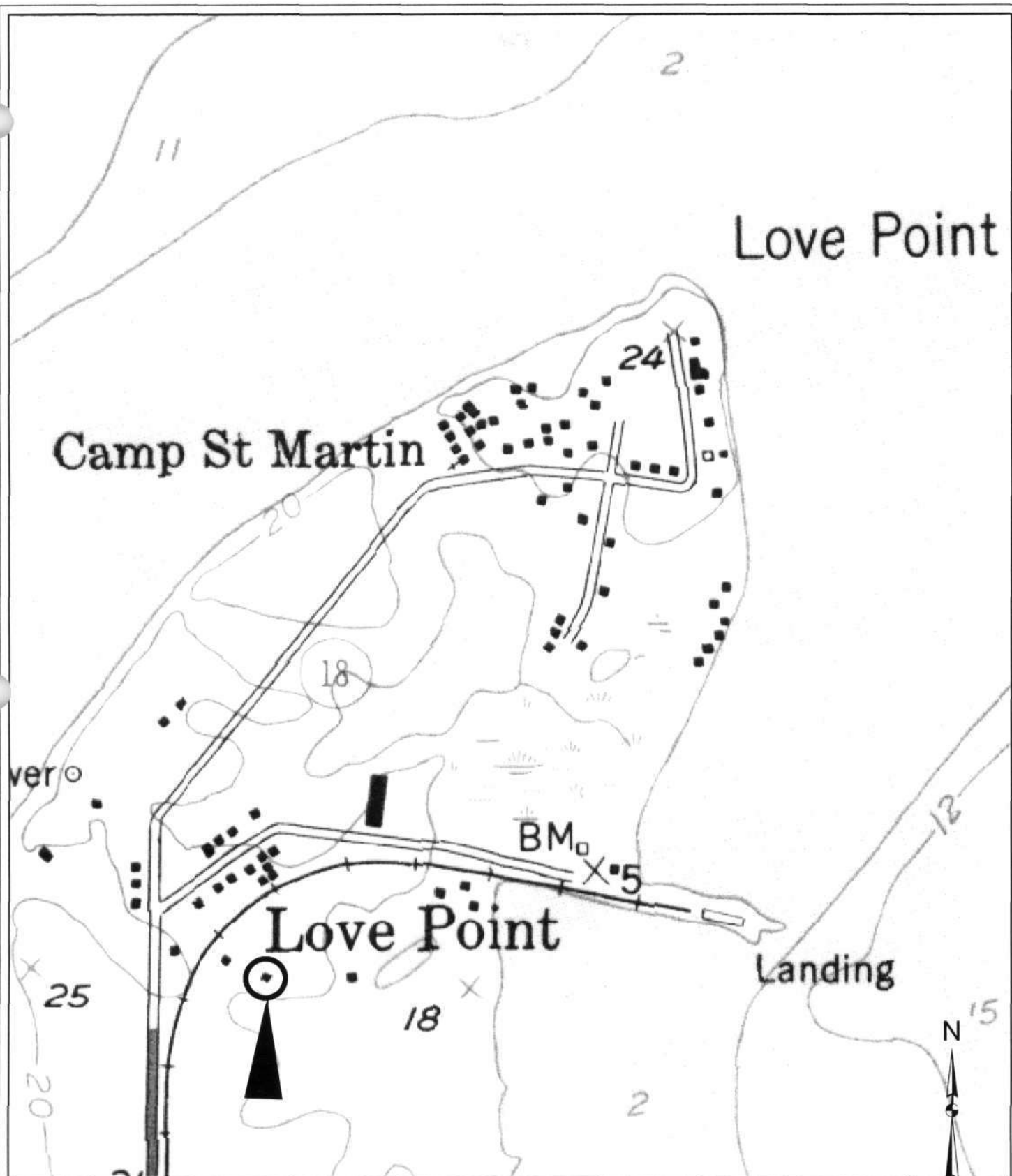
Sketch of Interior Floor Plan
QA-629 - 116 Homestead Lane
Stevensville vicinity, Queen Anne's County



QA-429

116 HOMESTEAD LANE
OSINSKI





QA - 629

116 Homestead Lane

Stevensville Vicinity, Queen Anne's County Maryland

Love Point, Maryland Quadrangle (1:24,000)

Photo Log

QA-629 – 116 Homestead Lane

Photos taken July 16, 2008

By Amanda Apple, Historic Preservation Planner

Queen Anne's County, MD

Photos printed on Epson Premium Glossy Paper with Epson UltraChrome pigmented inks

File Name(s)	Description
QA-629_2008-07-16_01 QA-629_2008-07-16_01.NEF QA-629_2008-07-16_01.TIF	Northeast (front) facade
QA-629_2008-07-16_02 QA-629_2008-07-16_02.NEF QA-629_2008-07-16_02.TIF	Northeast façade to left and northwest elevation to right
QA-629_2008-07-16_03 QA-629_2008-07-16_03.NEF QA-629_2008-07-16_03.TIF	Northwest elevation to left and southwest elevation (rear) to right
QA-629_2008-07-16_04 QA-629_2008-07-16_04.NEF QA-629_2008-07-16_04.TIF	Southeast elevation
QA-629_2008-07-16_05 QA-629_2008-07-16_05.NEF QA-629_2008-07-16_05.TIF	Garden shed situated behind the dwelling
QA-629_2008-07-16_06 QA-629_2008-07-16_06.NEF QA-629_2008-07-16_06.TIF	Interior of house – attic looking southeast
QA-629_2008-07-16_07 QA-629_2008-07-16_07.NEF QA-629_2008-07-16_07.TIF	Interior of house – double staircase to second floor with original dividing wall studs still in place
QA-629_2008-07-16_08 QA-629_2008-07-16_08.NEF QA-629_2008-07-16_08.TIF	Interior of house – exposed risers of northwest half of staircase taken from northwest room on first floor



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Queen Anne's County, MD

QA Dept of Land Use, et al - July 2008

MD SHPD

Northeast facade

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116 Homestead Lane, Stevensville

Queen Anne's Co., MD

QAC Dept. of Land Use, et. al. - July 2008

MD SHPD

Northeast and northwest elevations

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116 Homestead Lane, Stevensville

Queen Anne's County, MD

QAC Dept. of Land Use, et al - July 2008

MD SHPD

Northwest and southwest elevations

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QAC Dept. of Land Use, et al. - July 2008

MD SHPD

Southeast elevation

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116 Homestead Lane, Stevensville

Queen Anne's County, MD

QAC Dept. of Land Use, et al. - July 2008

MD SHPO

Garden shed behind dwelling

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111/2 Homestead Lane, Stevensville

Queen Anne's County, MD

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MD SHPO

Interior of house - attic looking southeast

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116 Homestead Lane, Stevensville

Queen Anne's County, MD

QAC Dept. of Land Use, et al. - July 2008

MD SHPO

Interior of house - double staircase to second floor with original dividing wall studs still in place.

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116 Homestead Lane, Stevensville

Queen Anne's County, MD

QAC Dept. of Land Use, et al - July 2008

MD SHPO

Interior of house - exposed risers of NW half of
Staircase taken from NW room on first floor

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